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1800

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63

SALE

OF

TOWN LOTS

AT

PENSACOLA,

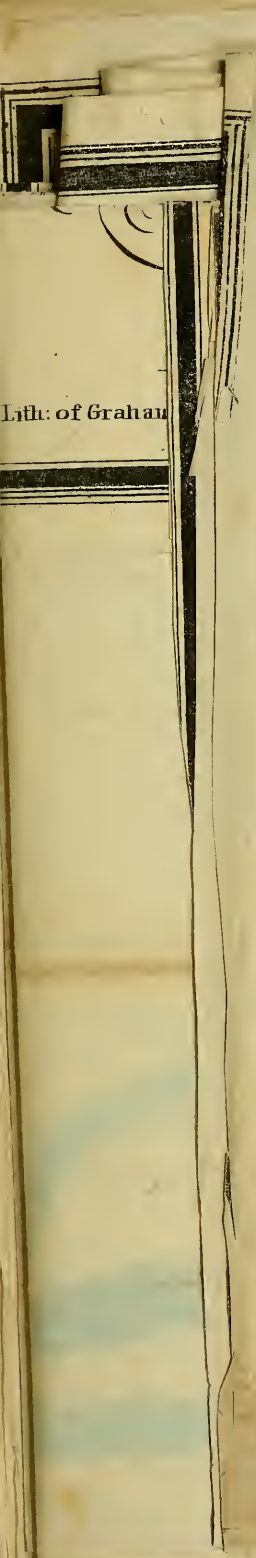
WITH A

DESCRIPTION OF THE PLACE, CLIMATE, &c.

PRINTED BY T. & C. WOOD,

No. 18 Wall street.

F319
P4


Lith: of Graha

PLAN of the CITY of (PENSACOLA)

with part of the Old City and vicinity in

WEST FLORIDA

by

G. E. CHASE.

1838.

BAYOU TEXAR

BAYOU TEXAR

PENSACOLA BAY

OAK GROVE

Pensacola and Alabama Rail Road

Catholic Cemetery

Lith. of Goodrich & Tyler 132 Nassau St. Cor. Liberty, New York

P4 1

PENSACOLA.

PENSACOLA.

THE Proprietors of the Town Lots offered for sale, as exhibited in the accompanying map, would have little to say were they addressing solely those who are personally familiar with their locality and that of the peculiar advantages possessed by Pensacola, its capacious bay, the salubrity of its climate, and its great commercial advantages; but to such as may not possess this knowledge, and who may more or less repose on the opinion and judgment of others, the proprietors, under a full sense of their responsibility, would simply say, that, after a most laborious and clear investigation, aided by the unbiased judgment of men whose opinions and judgments claim every confidence, they were induced to embark in the enterprise of developing the resources of this interesting portion of our country, under a full conviction that their labors would be crowned with success; and every progress since made by them but confirms and demonstrates the fact.

It is known to every one who knows any thing of

Pensacola, that its bay and harbor are not surpassed on our whole southern and gulf coast for ease of access and perfect security, and that the location of the town, with its abundance of pure and wholesome water, and the general character of the grounds about it, secures to it every advantage on the score of health—so much so, that it is recognized as a place of refuge from all malignant diseases.

It may be asked, Why has not Pensacola, possessing all these advantages, become long since a place of active commerce? The answer is, that not possessing a water communication to the interior like that of New Orleans and Mobile, these two latter places have outstripped it in commerce. But the late developments of railroads will demonstrate that the very disadvantages under which Pensacola has labored, will now prove the most advantageous to her *permanent* prosperity. Having no river pouring its alluvial deposits into its bay and harbor, and thereby threatening their destruction, a permanent security is guarantied, which other towns, having rivers, are deprived of.

The bay and harbor of Pensacola is now, as it was eighty years ago, unchanged in depth. Its immediate vicinity is dry oak and pine land, hence its salubrity and its security against diseases.

The facility of constructing railroads and canals from it to every portion of the interior, will place it, when those channels of communication are completed, in the most enviable position. And when it is considered that these channels of intercourse are capable of being used *at all seasons*, (a privilege denied to our southern rivers,) the conclusion is undeniable, that the advantages that will be possessed by Pensacola, will not be surpassed by any port on our whole southern and gulf seaboard.

It would be a narrow view of the subject to confine this spacious and commodious harbor exclusively to the benefit of Western Florida. The railroad now projecting, and actually in the course of being constructed, penetrates the richest portions of Alabama, and invites in its course branches that will connect it with the whole range of our south-western States, embracing also a large portion of Georgia and Tennessee. A glance at the general map annexed, will enable any one to trace the probable extent of country that can avail of these advantages, and renders further comment unnecessary. In addition to the advantages of railroads, a canal communication, requiring very little labor and expense to effect, will open an easy approach from the Mississippi via the Iberville, through lakes Pontchartrain and Borgne, into the bay of Mobile, and thence to the Perdido by very

little cutting, availing of the spacious bayous directly into the bay of Pensacola, which would, in fact, render *this latter place* but another and *permanent* mouth of the Mississippi, avoiding, as it would, the uncertainty and danger of navigating that river from the Balize to New Orleans. These remarks are not made without sound data; and reference is respectfully made to the reports and surveys of the able board of engineers, directed by the sagacity of General Bernard.

The proprietors of Pensacola would not be understood in these observations as intending to detract from their neighbors in pointing out the advantages they feel assured are possessed by Pensacola. Suffice it to say, that the vast empire of productive wealth which pours into the gulf, is abundant for all, and must build up any point which possesses facilities of safe and convenient harbors; and the more there are, the better for this vast interior.

The Government having decided on making Pensacola, as it merits to be, the great bulwark of military defence, rendering it the key of our whole gulf trade, it only requires what private enterprise is now furnishing (easy and rapid communication, and channels of intercourse with the interior) to render it also a conspicuous commercial mart. Means are already provided to effect this; and though not solicited, it is not unreasonable to

expect that the Government will grant every aid in its power to add to these facilities of communication, when it can be demonstrated that every dollar thus expended will but add thousands to the actual wealth of the nation at large, and contribute vastly to the benefit of a large and meritorious portion of our fellow-citizens, whose productions seek a market on our southern seaboard. Whilst, therefore, the proprietors of the real estate at Pensacola look with certainty to a fair return for their capital and enterprise in disposing of a portion of their possessions there, they are desirous that others may thus early participate with them; and the terms of sale will be such as shall convenience enterprising citizens who may become purchasers. Portions of *blocks* only will be sold at the first sale; for as the proprietors intend to appropriate a large portion of proceeds to the general improvement of the city, in building wharves, grading streets, etc. etc., it is but fair they should retain a portion of their lots for future sales, to avail of a share of the increased value reflected thereon by said improvements and increase of commerce.

The sale will commence at Pensacola on the first Monday of January, 1837.

THE TERMS OF SALE WILL BE:

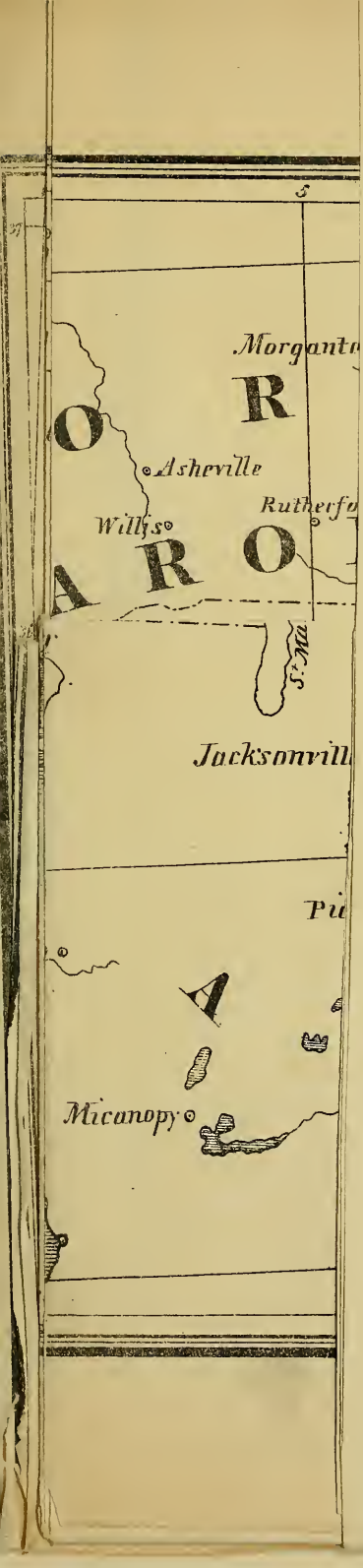
One-fifth cash.
One-fifth one year.
One-fifth two years.
One-fifth three years.
One-fifth four years.

} With interest at the rate of six per cent. per annum, payable half yearly.

A temporary title will be given till the consideration money is paid, to avoid the expense of mortgages; and on final payment of the consideration money, a full and complete title in fee simple will be given.

WM. H. CHASE, *Trustee.*

PENSACOLA, 1st October, 1836.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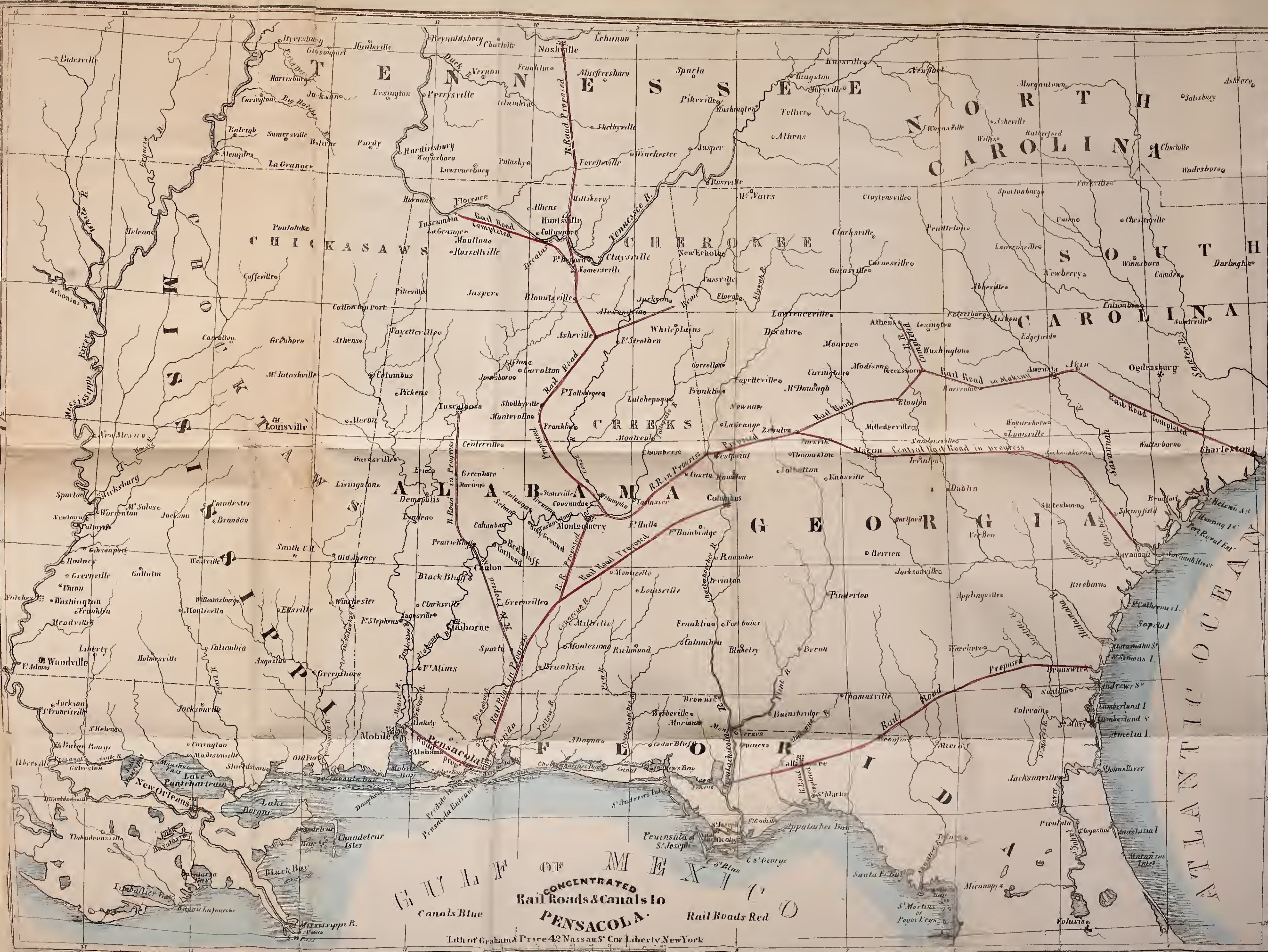

CONCENTRATED
Rail Roads & Canals to
PENSACOLA.
Canals Blue
Rail Roads Red
Lith of Graham & Price 42 Nassau St Cor Liberty New York
GULF OF MEXICO
ATLANTIC OCEAN
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
FLORIDA
CHICKASAWS
CHEROKEE
CREEKS
CHOCKTAWS
Nashville
Memphis
Huntsville
Tuscumbia
Florence
Decatur
Montgomery
Tuscaloosa
Columbus
Macon
Augusta
Charleston
Savannah
Brunswick
Mobile
Pensacola
New Orleans
Natchez
Vicksburg
Lake Pontchartrain
Lake Borgne
Chandeleur Isles
Mississippi R.
Tennessee R.
R. Road Proposed
Rail Road Completed
Rail Road in Making
Rail Road Proposed
R. R. in Progress
Central Rail Road in progress
Rail Road in Progress
Tallahassee
St. Marks
Appalachee Bay
Jacksonville
St. Augustine
Pensacola Entrance
Perdido R.
Mobile Bay
Apalachicola

Deacidified using the Bookkeeper p
Neutralizing Agent: Magnesium Oxi
Treatment Date:

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